Amendments to the Claims

This listing of claims is provided as a courtesy.

Listing of the Claims

Claims 1-10 (canceled).

Claim 11 (previously presented): An internal combustion engine that includes an injection system configured as a high-pressure accumulator system, the internal combustion engine comprising:

at least one high-pressure pump;

a tubular high-pressure accumulator having a plurality of connection fittings;

a high-pressure supply line connecting the at least one high-pressure pump to the tubular high-pressure accumulator; and

a plurality of high-pressure connection lines each connected to one of the connection fittings and configured to provide a valve-controlled flow connection to a respective one of a plurality of injection valves of a cylinder row of the internal combustion engine,

wherein each of the plurality of connection fittings is disposed laterally offset relative to the corresponding injection valve, and wherein an absolute magnitude of the offset is the same for each of the injection valves.

Claim 12 (previously presented): The internal combustion engine as recited in claim 11, further comprising a cylinder head having a plurality of cylinders and pistons, and a plurality of working areas, each formed by a respective cylinder, piston, and the cylinder head, and wherein each of the plurality of injection valves protrudes into one of the working areas.

Claim 13 (previously presented): The internal combustion engine as recited in claim 11, wherein an orientation of the offset for a connection fitting at at least one end of the cylinder row is opposite to an orientation of the offset for the other connection fittings.

Claim 14 (previously presented): The internal combustion engine as recited in claim 11, wherein the plurality of high-pressure connection lines have two different shapes, and each high-pressure connection line has one of the two different shapes.

Claim 15 (previously presented): The internal combustion engine as recited in claim 11, wherein the plurality of high-pressure connection lines are configured identically.

Claim 16 (previously presented): The internal combustion engine as recited in claim 11, wherein the at least one high-pressure pump is disposed close to the cylinder head in a housing, and wherein the at least one high-pressure pump is actuated by an injection pump cam disposed on a gas-exchange camshaft.

Claim 17 (previously presented): The internal combustion engine as recited in claim 16, wherein the housing is a crankcase of the internal combustion engine.

Claim 18 (previously presented): The internal combustion engine as recited in claim 16, wherein the at least one high-pressure pump includes two high-pressure pumps disposed next to each other at a distance and associated with adjacent cylinders.

Claim 19 (previously presented): The internal combustion engine as recited in claim 18, wherein the high-pressure connection supply lines are configured identically.

Claim 20 (previously presented): The internal combustion engine as recited in claim 11, further comprising a control block disposed on an inlet side of the at least one high-pressure pump and configured to control or regulate a fuel pressure to be established in the high-pressure accumulator.

Claim 21 (previously presented): The internal combustion engine as recited in claim 20, wherein the control block is disposed adjacent to the at least one high-pressure pump.

Claim 22 (previously presented): The internal combustion engine as recited in claim 21, wherein the at least one high-pressure pump includes two high-pressure pumps and the control block is disposed between the two high-pressure pumps.

Claim 23 (previously presented): The internal combustion engine as recited in claim 20, further comprising a fuel delivery pump and a fuel filter having a support frame disposed between a fuel delivery pump and the at least one high-pressure pump, and wherein the control block is integrated into the support frame.